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SUPPLEMENT TO  
REPORT NO.

COUNTRY Bulgaria

SUBJECT Military Installations and Roads on Mount  
Vitosha

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a. The Vitosha Mountains of Western Bulgaria, southwest of Sofia, were always deemed to be of vital importance whenever military philosophy was discussed. It was agreed that although the area south of Sofia had played a significant role during World War II, her future value has been considerably amplified

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b. Bulgarian military schools since World War I have always stressed the strategic importance of Mount Vitosha, particularly in the event of a Balkan war. Yugoslav military strategy is cognizant of the military potential which might be derived from the proper employment of Mount Vitosha. As a matter of fact, when World War I ended, the kingdom of the Serbs, Croats, and Slovenes [Yugoslavia] was insistent that Bulgaria be denied the right to fortify Mount Vitosha or build roads to the summit which is called Cherni Vrukh [Black peak]. This peak [Cherni Vrukh] which is the highest in the Vitosha Mountains, attains a height of almost 2300 meters [approximately 7500 ft.]. The Yugoslavs are aware that Cherni Vrukh provides the Bulgars with an excellent observation or lookout post. an artillery platoon, made several field trips to Mount Vitosha. One instructor emphasized the fact that on a clear day an observer on Cherni Vrukh could look westward as far as Belgrade - further, the Vardar and Strumitsa valleys as well as the important Yugoslav railway center

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were clearly visible to the observer. It was emphasized that artillery fire could readily be concentrated on the Yugoslav city of Nish.

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2. [ ] Bulgaria [ ] ignored the old restrictions which Yugoslavia insisted upon relative to the area in question. Under the tutelage and direction of [ ] military experts Bulgaria began to develop Vitosha. The following represent [ ] such efforts:

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- a. A highway from Dragalevtsi [ ] a suburban village about 15 km south of Sofia, located at the foot of the Vitosha Mountains/ to Cherni Vrukh was begun in late 1943. When the Soviet Army entered Bulgaria in the fall of 1944, all work on this road was discontinued. However, in mid-1945, under Communist supervision, work on the highway began anew. [ ] in early 1947 the highway from Dragalevtsi was completed. This provided an excellent series of roads which connected Cherni Vrukh with Sofia.
- b. Near the tip of Cherni Vrukh is a large building which can accommodate at least 50 people. This building which is called "Hiza Aleko" (also completed in 1947) serves as a haven (during inclement weather) for either military or civilian personnel.
- c. Above "Hiza Aleko" is another large building (the meteorological station). It is visible from the air. This edifice is fully equipped with telephone and telegraph communications. Although it is primarily a meteorological station, it serves as a lookout post as well.
- d. Up to 1948 the only road leading to Cherni Vrukh was the highway [ ] above (Dragalevtsi Cherni Vrukh). Since [ ] the manner and materials employed in the construction of this road, [ ] it is intended for heavy duty over a long period of time. The means of construction was as follows: The base is solid stone which is approximately 1½ feet thick. A layer of coarse sand several inches thick was rolled onto this base. Coarse gravel was then poured over the sand (the gravel was several inches thick). The final layer (surface) consists of granite cubes approximately 10 centimeters [3.94 inches] in size. The average width of this road is about eight meters [26.2 ft]. There is not a single bridge on this road between Dragalevtsi and Cherni Vrukh.
- e. During World War II [ ] engineers completed a road from Knyazevo to Bankya (about eight miles west of Sofia). A short distance south of Bankya is a large radar station which was constructed under [ ] supervision during World War II. This installation proved to be one of the best warning systems in the area around Sofia. [ ] whenever allied planes approached Sofia from the west or southwest during World War II, this radar station was able to pick them up early enough to provide from 15 to 20 minutes preparation for the anticipated air attack. The equipment or facilities were never bombed or damaged during the war. As a matter of fact, the station and its facilities were in operation and fully utilized by the Bulgarian military forces [ ] in 1947.

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